

INFORMATION REPORT

CD NO

COUNTRY East Germany

DATE DISTR 10 March 1954

SUBJECT Vietmannsdorf (Schorheide) Airfield

NO. OF PAGES 4

PLACE ACQUIRED 25X1

NO. OF ENCLS LISTED BELOW

DATE OF INFO

SUPPLEMENT TO REPORT NO

25X1002

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF TITLE 18, SECTION 793 AND 794 OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS CODE IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

25X1

25X1

1. Since the beginning of construction work at Schorheide airfield in July 1952, the following sums have been expended:
July 1952 to 1 January 1953: 25 million eastmarks
1 January to 1 October 1953: 23.4 " "
Sum available for the period from 1 October 1953 to 1 January 1954: 1.6 " "

An additional 3 million eastmarks were allotted for the latter period and a sum of 13 million eastmarks was allocated for an additional contract which was to be carried out after January 1954. Of the aforementioned sums the following amount were expended prior to 19 September 1953:

Above-ground construction work: 8 million eastmarks
Sub-surface construction work: 40.4 " "

2. A cleared area, about 400 meters square, was observed in forest subdistrict (Jagen) 216/217, just north of the fence. In this area a layer of humus, about 6 meters high and 10 meters wide, was piled up during construction work on the runway and taxiway.

3. During the period from 1 to 24 October, clearing work was being done on the runway in both day and night shifts. The joints between the concrete slabs were being filled with tar. Concreting work which was done by hand on the corners of the lanes connecting the runway and southern taxiway was completed. On the hardstands leveling work was terminated and concreting was started. The concrete layer on the hardstands and the runway was 40 cm thick.

4. The four round concrete bases in the fuel dump in the northern section of Jagen 162 were completed by 10 October. Hoisting hocks projected on the outside of the concrete bases. Up to 24 October, no work was done on the fuel dump as no containers had arrived. Meanwhile, a hoisting gear was erected there. The foundation walls for the pump house were built up to a height of 3 meters.

5. The designation "Tank" was used on a construction drawing in October 1953 for the concrete roads on the inside of the field and parallel to the runway which branch off from the end of the runway to the south.

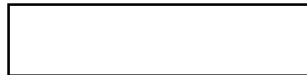
25X1

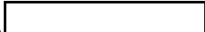
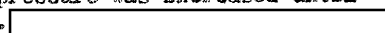

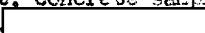
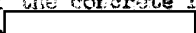
CLASSIFICATION SECRET/CONTROL - U.S. OFFICIALS ONLY

STATE	NAVY	NSRB	DISTRIBUTION
ARMY	AIR	FBI	

25X1

SECRET/CONTROL - U.S. OFFICIALS ONLY



6. The new loading ramp in the northern section of Jagen 160 had a length of about 90 meters and a width of about 15 meters. Its inner surface was filled with earth.
7. The 12-hour shift was reduced to a 10-hour shift on 5 October. After 15 October, only 8 hours were to be worked on this shift. In the meantime, some of the laborers were transferred to other construction projects e.g. to the canal construction site near Zehdenick and to Tutow airfield. Allegedly, about 1,000 laborers were to remain at Schorfheide airfield during the winter months. 4
8. In early October, a road was under construction in Jagen 103, between Grunewald and Kurtschlag where a technical dump, referred to as ammunition dump, was located. On 24 October, construction work was being done on a large sewerage plant near the headquarters building, west of the Finnish steam bath.
9. In mid-October,  the room where solidity tests on concrete sections, 20 x 20 cm, were made. There was an oil pressure gauge which indicated the pressure in kg/square centimeter. The concrete sections were placed between two plates pressed by worm gear shafts. The pressure was increased until the first crack was seen on the piece of concrete.  25X1
-  the pieces of concrete being tested were from Tutow airfield and that three solidity tests were made, with the first crack seen on the concrete piece under a pressure of 45 kg/square centimeter at the first test, under a pressure of 67 kg/square centimeter at the second test, and under a pressure of 91 kg/square centimeter at the third test.
10. By order of the Soviet construction superintendent, concrete samples were continuously broken out of the runway in mid-October.  such a concrete sample taken from the runway next to a joint west of the Vietmannsdorf-Cross Doelln road. 25X1
11. Between 12 and 17 October, some workers filled the joints of the runway with bitumen and other workers cleaned the runway. On the taxiway the three concrete strips were completed from the west to as far as marker 43 and from the east to as far as marker 52. Allegedly, the strip of the taxiway between markers 43 and 52 were not to be concreted for the time being. 7
12. In mid-October, no work was under way on the round holes excavated in the fuel dump in the northern section of Jagen 162. A hoisting gear was being erected between the holes. Masonry work was being done on the pumping house, the walls of which were about 2.8 meters high.
13. In mid-October, construction work was under way on a concrete road which extended from the northwestern corner of the runway toward the north as far as to the connecting road north of the 12 strips referred to as "harps". The concrete road, which was 21 meters wide and 56 meters long, met with the connecting road at a right angle. It was covered with concrete slabs, each 7 meters long and 40 cm thick. Between the eastern edge of the road and the western edge of the first harp were nine concrete slabs, each 7 meters long; this indicates that the first harp was 63 meters from the road instead of the previously reported 90 meters. By the construction of the concrete road, the previously scheduled turning apron need not be built.  sketch of the runway with the harps and the concrete road. 25X1
14. A drainage ditch, 1.5 meters wide and about 50 meters deep, was excavated along the northern edge of the runway from the twelfth harp as far as to the eastern corner of the runway and along the southern edge of the runway from the eastern side of the western "Tankwagen Strasse" as far as to the western edge of the first harp at the eastern corner of the runway. The ditch was subsequently filled with crushed stones, covered with a light ear layer, then topped with a light layer of chippings and finally rolled by a heavy roller. On 17 October, three fourths of the northern ditch was completed, while the filling with crushed stones was started on the southern ditch.

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

-3-

25X1

- 25X1
15. On 13 October, a celebration in honor of the 1953 party activists was held and decorations and bonuses were issued. Subsequently, a SED party member stated that the village of Bebersee was to be vacated and torn down, allegedly for the construction of underground structures and a DF installation.
16. In mid-October, it was rumored at Schorfneide airfield that some villages near the field would be vacated. ⁹
17. In October, a spur track and a new road were under construction to the ammunition dump southwest of Grunewald. ¹⁰ A transformer station with 150 KVA was scheduled to be built for the airfield.
18. On 22 October, the laborers at the field were mainly engaged in filling joints on the runway and in excavating. No work was being done on the fuel dump as the containers had not yet arrived.
19. Some of the skilled laborers were transferred to Tutow airfield in mid-October. Allegedly, only 600 to 800 workers were to remain in Schorfneide during the winter months. Part of the workers were transferred to other construction projects of the Bauunion Brandenburg. [redacted] projects were select-25X1 ed which, after the scheduled reorganization of the Bauunion Brandenburg, will no longer be supervised by this Bauunion which is to specialize on airfield construction. ⁴ 25X1

1.

2.

3.

4.

5.

6.

Comment.

The ratio of mixture between the cement and aggregates is estimated at 1:5 including 2 parts of sand and 1 part of chippings, mostly basalt chippings. The concrete has a high resistance to shock and an estimated resistance to pressure of at least 300 kg/square centimeter and a tensile strength of 20 kg/square centimeter. The concrete is of high quality. 25X1

7.

8.

9.

10.

SECRET/CONTROL - U.S. OFFICIALS ONLY

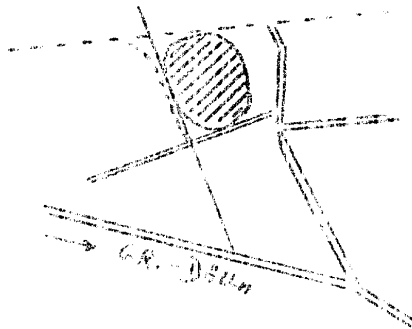
SECURITY/CONTROL - U.S. OFFICIALS ONLY

25X1

25X1

Annex 1 to

Location Sketch of Fuel Dump Near Schorfheide Airfield



~~SECRET~~ (PUNYENAL)

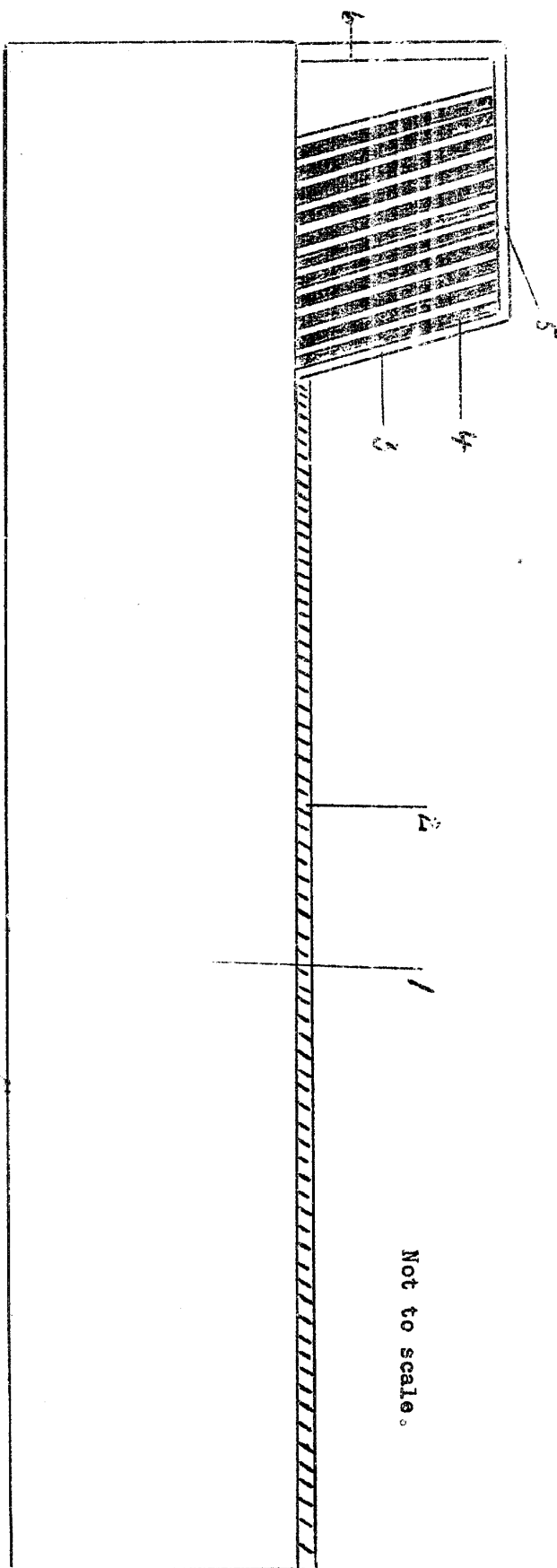


SECURITY/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY
=5=

Runway at Schorfeide Airfield

25X1



Not to scale.

Legend:

- 1 Runway
- 2 Drainage ditch along northern edge of runway
- 3 Strips (white stripes) referred to as harps
- 4 Strips covered with grass
- 5 Road connecting harps at their northern ends
- 6 Concrete road, 56 meters long, 21 meters wide and 40 cm thick, leading from northwestern corner of runway to connecting road

SECRET/CONTROL - U.S. OFFICIALS ONLY